HG
8123
M52
A3

MAY 29 1947

Statistical Bulletin

METROPOLITAN LIFE INSURANCE COMPANY

Volume 28 MARCH 1947 *Number 3*

Catastrophic Accidents— A Ten-Year Survey

THE number of catastrophic accidents—those in which five or more persons are killed—was somewhat above average in the first quarter of 1947, but the number of lives lost in such accidents was just about average. Up to the closing days of March there were in the United States 34 catastrophes, exclusive of those involving a military airplane, resulting in the loss of some 360 lives in all. In the like period of the decade immediately preceding, the average number of such catastrophic accidents was 25 and the corresponding death toll about 365. By far the most disastrous mishap thus far in 1947 was the coal mine explosion in Illinois, late in March, which claimed the lives of 111 men. Prior to this explosion the catastrophes causing the largest loss of life this year were the derailment of a railroad train in Pennsylvania, with a death list of 24, and the crash of a commercial air transportation plane in Virginia, in which 18 persons were killed. Much worse, was the experience in the early months of 1937, for example, when floods in the Ohio-Mississippi Valley claimed 360 lives, and when an explosion in a school building in New London, Texas, the largest school disaster in our history, caused 294 deaths.

Disastrous accidents have been a cause of increasing concern in recent years. This is particularly true of the comparatively large number of major conflagrations in homes and hotels, which has prompted the President of the United States to call a nationwide conference in May on fire prevention. In view of the widespread current interest in the subject, the Metropolitan Life Insurance Company is here giving a detailed summary of the information which it has compiled in the past decade with regard to accidents causing five or more deaths. This information, shown in the table on page 2, has been gathered from a variety of sources—from death claim records submitted by the Company's policyholders, from news items appearing in the daily press, and from publications of agencies interested in one phase or another of the accident problem. Every effort has been made

TABLE 1—NUMBER OF CATASTROPHIC ACCIDENTS* AND NUMBER OF LIVES LOST, BY TYPE OF ACCIDENT. UNITED STATES, 1937–1946

TYPE OF ACCIDENT	1937–1946				1937		1938		1939		1940		1941		1942		1943		1944		1945		1946	
	Number of Accidents	Percent of Total	Number of Deaths	Percent of Total	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths	Accidents	Deaths
All Types†	919	100.0	12,987	100.0	94	1,452	90	1,681	66	603	83	1,356	97	848	118	1,943	94	1,158	88	1,913	86	959	103	1,074
Motor vehicle	270	29.4	1,829	14.1	35	237	28	175	24	144	25	177	41	273	29	209	23	158	15	135	20	141	30	180
Bus	58	6.3	535	4.1	6	66	5	48	3	20	—	—	8	71	8	89	7	53	4	65	9	69	8	54
Collision with railroad train	12	1.3	143	1.1	1	10	1	24	—	—	—	—	1	7	3	30	3	22	2	38	—	—	1	12
Other	46	5.0	392	3.0	5	56	4	24	3	20	—	—	7	64	5	59	4	31	2	27	9	69	7	42
All other motor vehicles	212	23.1	1,294	10.0	29	171	23	127	21	124	25	177	33	202	21	120	16	105	11	70	11	72	22	126
Collision with railroad train	69	7.5	441	3.4	6	36	9	48	2	12	11	88	12	77	6	34	5	29	5	33	6	43	7	41
Other	143	15.6	853	6.6	23	135	14	79	19	112	14	89	21	125	15	86	11	76	6	37	5	29	15	85
Conflagrations, burns, explosions	265	28.8	3,968	30.6	24	444	19	150	20	125	21	403	22	185	32	780	33	344	32	840	27	242	35	455
Dwellings, apartments	115	12.5	754	5.8	15	96	10	59	10	65	10	79	10	58	11	71	10	60	9	49	13	88	17	129
Hotels, boarding houses, rooming houses	31	3.4	517	4.0	—	—	2	43	1	5	2	18	2	18	4	22	4	81	3	33	5	59	8	238
Homes for aged, convalescent homes, etc.	12	1.3	140	1.1	—	—	1	7	—	—	1	5	1	8	—	—	3	41	1	8	3	42	2	29
Other	107	11.6	2,557	19.7	9	348	6	41	9	55	8	301	9	101	17	687	16	162	19	750	6	53	8	59
Air transportation†	63	6.9	787	6.1	6	91	7	53	2	18	9	76	2	21	7	99	5	77	6	84	7	99	12	169
Water transportation	73	7.9	860	6.6	10	64	1	7	6	65	2	57	11	157	10	120	9	89	7	170	9	78	8	53
Mines and quarries	62	6.7	1,136	8.7	6	93	7	89	3	39	6	276	8	73	9	171	10	196	4	94	6	73	3	32
Railroad‡	46	5.0	818	6.3	4	24	5	75	3	35	2	74	4	29	7	54	5	204	7	187	5	74	4	62
Tornadoes, floods, hurricanes, etc.	96	10.5	3,137	24.2	1	360	18	1,084	6	166	13	256	7	86	15	402	7	79	12	366	9	230	8	108
Building, scaffolding, etc., collapse	8	.9	92	.7	2	31	1	21	—	—	3	21	—	—	2	19	—	—	—	—	—	—	—	—
Ingestion of alcoholic beverage substitutes	7	.8	58	.4	1	11	—	—	—	—	—	—	1	9	1	6	1	5	2	22	1	5	—	—
Food poisoning	5	.5	75	.6	1	7	—	—	—	—	1	11	—	—	1	47	—	—	2	10	—	—	—	—
Asphyxiation by gas	8	.9	45	.3	1	5	3	17	—	—	—	—	—	—	1	6	—	—	—	—	1	7	2	10
All other	16	1.7	182	1.4	3	85	1	10	2	11	1	5	1	15	4	30	1	6	1	5	1	10	1	5

*The numbers shown in this table are computed from insurance records, newspaper accounts, and other sources. The figures may not be quite complete, particularly as regards accidents taking five to ten lives. The term "catastrophe" here denotes an accident in which five or more persons were killed.

†Does not include military aviation accidents.

‡Railroad train collisions with motor vehicles are included among motor vehicle accidents.

to obtain a complete record, but undoubtedly some accidents, particularly those taking relatively few lives, have not appeared in the sources available to us.

The record for the decade 1937–1946 shows that, exclusive of military aviation, there were, during this period, 919 catastrophic accidents involving a total of 12,987 lives. The annual figures fluctuate somewhat from year to year, varying from a low of 66 catastrophes and about 600 lives in 1939, to a high of 118 catastrophes and about 1,950 lives in 1942, our first full war year. The fatality list in 1942 was swelled by the Boston night club fire which took 492 lives, and by tornadoes which swept seven Southern and Midwestern States, taking 111 lives. But the relatively unfavorable experience in that year was to some extent the result of war conditions, such as the increased tempo of industrial activity, the increased production of extremely hazardous substances, and the letdown in safety precautions in some quarters. There were a considerable number of explosions in ordnance plants at the beginning of the war. Most of these mishaps killed between five and ten persons, but one in an Illinois explosives plant killed 54. This was the largest disaster of its kind reported in the war period. It is of interest to recall that in World War I there were three disasters in explosives plants causing about 100 deaths each.

Surprisingly enough, 1943 was a fairly average year for catastrophes. There were fewer disasters in explosives plants and fewer multiple fatality automobile accidents than in 1942; there was no disaster in 1943 which took as many as 100 lives. The following year, however, there were five such major disasters, which are listed in the table below. Largely as a result of these catastrophes, the year 1944 ranked a close second to 1942 with respect to total fatalities.

For the decade 1937–1946 as a

TABLE 2—ACCIDENTS TAKING 100 OR MORE LIVES, IN ORDER OF IMPORTANCE. UNITED STATES, 1937 TO 1946

DATE	PLACE	TYPE OF ACCIDENT	NUMBER OF LIVES LOST
Sept. 21, 1938	Atlantic Coastal States	Hurricane and flood	682
Nov. 28, 1942	Massachusetts	Night club fire	492
Jan. 22, 1937	Ohio-Mississippi Valley	Floods	360
July 18, 1944	California	Explosion of two ammunition ships	322
Mar. 18, 1937	Texas	School building explosion	294
April 23, 1940	Mississippi	Dance hall fire	210
Feb.-Mar. 1938	Southern California	Floods	181
July 6, 1944	Connecticut	Circus fire	168
June 23, 1944	Pennsylvania, West Virginia, and Maryland	Tornado	159
Oct. 20, 1944	Ohio	Gas tank explosion	130
April 12, 1945	Oklahoma, Missouri, and Arkansas	Tornado	119
Dec. 7, 1946	Georgia	Hotel fire	119
Mar. 17, 1942	Southern and Midwestern States	Tornadoes	111
Jan. 3, 1944	New York Bay	Destroyer explosion	100+

whole, motor vehicle accidents accounted for a larger number of catastrophes than any other class, accounting for 29.4 percent of the total; but these accidents were responsible for only 14.1 percent of the deaths. This disparity arises from the fact that catastrophic motor vehicle accidents rarely take more than five or six lives, whereas other types of accidents, such as fires and explosions, as already noted, may take hundreds of lives at one time. Thus, conflagrations, burns, and explosions, while accounting for 28.8 percent of the accidents, caused 30.6 percent of the deaths. Similarly, natural disasters — tornadoes, floods, hurricanes, etc.— which were responsible for only a little more than 10 percent of the catastrophes in the decade, took almost one quarter of all the lives lost. It is significant from the viewpoint of accident prevention that almost 90 percent of the catastrophic accidents and more than three fourths of the deaths are the result, not of natural disasters, but of human failures.

The table on page 3 lists the major catastrophes occurring in the 10-year period under survey; these 14 disasters alone took almost 3,450 lives, more than a quarter of all the fatalities in the decade.

Life Has Become Much Safer for Children

CHILDREN have benefited to an extraordinary extent from the progress made by health and welfare agencies to reduce the toll of preventable death. Among children 1 to 14 years of age insured in the Industrial Department of the Metropolitan Life Insurance Company, the standardized death rate from all causes combined dropped from 269.7 per 100,000 in 1930 to 106.8 in 1946, a decline of fully 60 percent in only a decade and a half. In this short period, it is pertinent to recall, the American people went through the severest economic depression and the most extensive war in their history.

Every one of the leading causes of death in childhood has shown a marked decline in the period under review. This is true for preschool children and for children of school age; among both the boys and the girls. As may be seen in the table on page 6, the improvement in mortality for each of the major diseases, from 1930 to 1946, was well over 50 percent at every age period; the reduction was as much as 90 percent for diarrhea and enteritis among very young children. The relative decline in the mortality from accidents, while very considerable, was appreciably below that from disease throughout the childhood years.

The attention of the reader is directed particularly to the fact that the largest part of the improvement in the mortality of children was due to decreases in a relatively few of the leading causes, and that these causes are the very ones which have been the main target of the

public health movement in recent decades. The contributions made by the decline in individual causes to the decrease in the total mortality in childhood, are shown in the last two columns of the table.

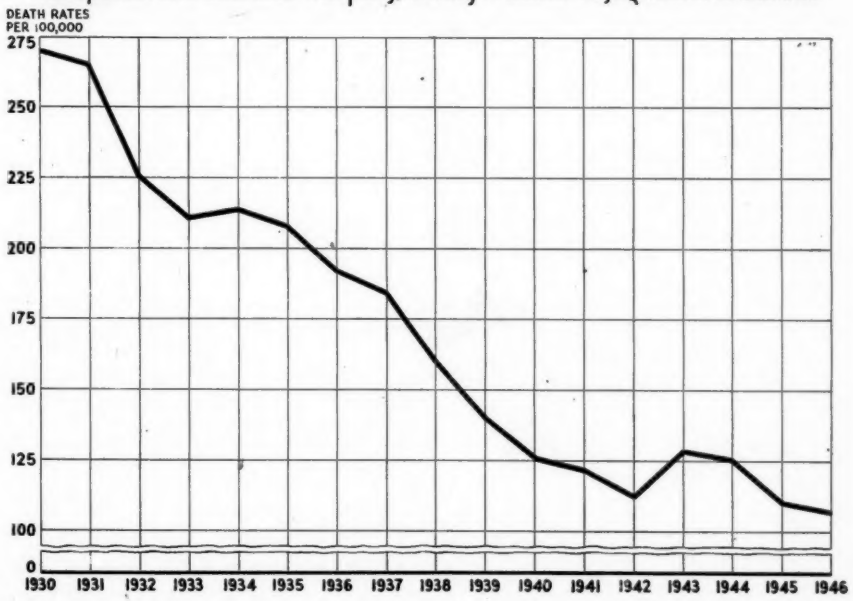
At ages 1 to 4 years, the improvement in the mortality from pneumonia, the leading cause of death at this age in 1930, accounted for fully one fourth of the decline in the death rate from all causes. The principal communicable diseases of childhood contributed an additional one fifth to the total reduction, and diarrhea and enteritis almost as much. These three items alone were responsible for nearly two thirds of the total decline at the preschool ages between 1930 and 1946.

At 5 to 9 years, the largest single factor was the principal communicable diseases, which accounted for one fifth of the decline in all causes combined; accidents and pneumonia together contributed an additional one quarter. In the next age group, 10 to 14 years, there are noteworthy sex differences. Among males, accidents, which are by far the leading cause of death at these ages, made the largest contribution toward the decline in the total death rate, accounting for 21 percent of the total. Among females, tuberculosis was the largest single item, contributing almost 23 percent of the total decline at the age period 10 to 14 years.

In the main, life has become safer

AGE-ADJUSTED DEATH RATES AT AGES 1 TO 14 YEARS; 1930 TO 1946

Metropolitan Life Insurance Company, Weekly Premium-Paying Industrial Business



PROPORTION OF TOTAL DECLINE IN MORTALITY CONTRIBUTED BY DECREASES IN THE DEATH RATES FROM LEADING CAUSES AT EACH AGE PERIOD. AGES 1 TO 14 YEARS. BY SEX. 1930 TO 1946. METROPOLITAN LIFE INSURANCE COMPANY. WEEKLY PREMIUM-PAYING INDUSTRIAL BUSINESS

AGE GROUP AND CAUSE	DEATH RATE PER 100,000				DECLINE 1930–1946					
	Males		Females		Percent		Absolute, per 100,000		Specified Cause as Percent of Total Decline	
	1930	1946*	1930	1946*	Males	Females	Males	Females	Males	Females
1–4 Years										
All causes	528.3	205.8	461.9	176.7	61.0	61.7	322.5	285.2	100.0	100.0
Communicable diseases of childhood	82.0	17.3	82.1	16.6	78.9	79.8	64.7	65.5	20.1	23.0
Tuberculosis	29.0	13.5	30.9	9.7	53.4	68.6	15.5	21.2	4.8	7.4
Pneumonia	113.6	30.1	97.7	26.5	73.5	72.9	83.5	71.2	25.9	25.0
Diarrhea and enteritis	61.2	5.7	52.2	5.2	90.7	90.0	55.5	47.0	17.2	16.5
Appendicitis	12.8	3.0	9.7	2.8	76.6	71.1	9.8	6.9	3.0	2.4
Accidents	61.0	56.0	49.5	40.3	8.2	18.6	5.0	9.2	1.6	3.2
5–9 Years										
All causes	209.8	90.8	171.7	65.3	56.7	62.0	119.0	106.4	100.0	100.0
Communicable diseases of childhood	25.9	2.8	26.6	5.9	89.2	77.8	23.1	20.7	19.4	19.5
Tuberculosis	12.0	2.7	12.2	2.9	77.5	76.2	9.3	9.3	7.8	8.7
Pneumonia	16.9	5.3	16.6	3.6	68.6	78.3	11.6	13.0	9.7	12.2
Rheumatic fever and organic heart disease	12.2	3.8	13.0	5.5	68.9	57.7	8.4	7.5	7.1	7.0
Appendicitis	11.9	2.4	12.3	1.8	79.8	85.4	9.5	10.5	8.0	9.9
Accidents	56.4	35.3	27.1	15.8	37.4	41.7	21.1	11.3	17.7	10.6
10–14 Years										
All causes	167.5	78.8	131.2	50.9	53.0	61.2	88.7	80.3	100.0	100.0
Communicable diseases of childhood	5.6	1.6	5.1	0.8	71.4	84.3	4.0	4.3	4.5	5.4
Tuberculosis	13.4	3.1	23.7	5.4	76.9	77.2	10.3	18.3	11.6	22.8
Pneumonia	9.3	3.1	10.2	2.2	66.7	78.4	6.2	8.0	7.0	10.0
Rheumatic fever and organic heart disease	17.9	6.1	20.3	8.3	65.9	59.1	11.8	12.0	13.3	14.9
Appendicitis	12.8	2.8	11.4	1.6	78.1	86.0	10.0	9.8	11.3	12.2
Accidents	52.4	33.8	12.2	7.4	35.5	39.3	18.6	4.8	21.0	6.0

*Provisional.

for children in the past decade and a half because of the outstanding victories achieved against the infections. The campaign against these must be continued until the toll of sickness and death from them is brought down to an irreducible minimum. At present, accidents are the greatest single menace to child life, particularly among boys. At ages 5 to 14 years, the number of lives lost among boys in accidents is more than twice the combined total for the communicable diseases of childhood, tuberculosis, pneumonia, rheumatic fever, and appendicitis. There is an urgent need for the accident prevention movement to intensify its efforts in the field of child safety. It is encouraging to find that public health officials are interesting themselves more and more in this opportunity to conserve life and limb in their communities.

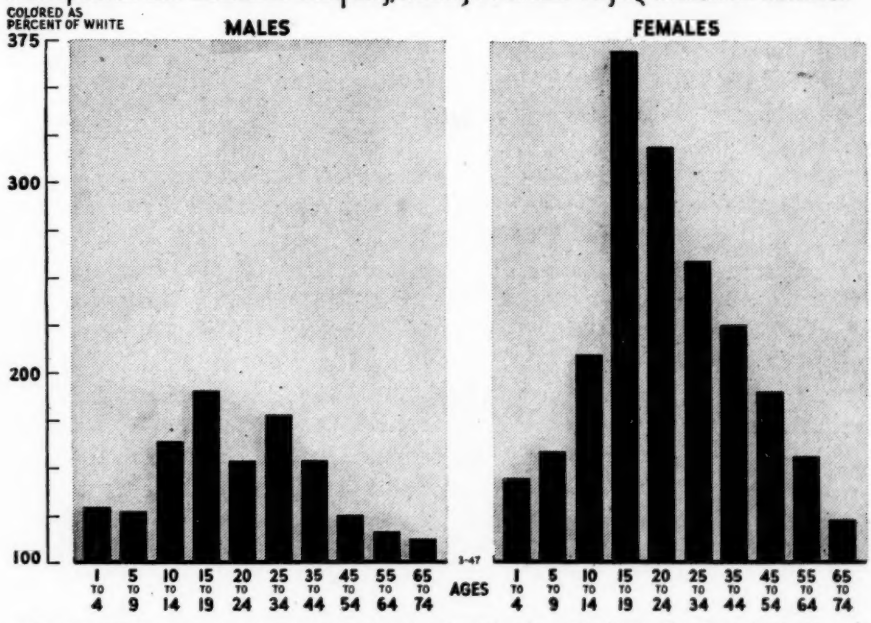
Death and the Negro

ALTHOUGH the Negro population has benefited very materially from recent advances in medical science and public health administration, its mortality is still substantially higher than that for white persons. The relatively unfavorable position of the Negro with respect to mortality is clearly seen in the experience among urban wage-earners and their families, as represented by the Industrial policyholders of the Metropolitan Life Insurance Company.

The age-adjusted death rate among the colored was 37 percent higher than among the white in the latest five-year period, 1942–1946. The excess mortality among the colored, as compared with white policyholders, is evident at every age group in both sexes. As may be seem in the chart on this page, the widest disparity in mortality between the two color groups occurs in adolescence and early adult life. At ages 15 to 19, for example, the death rate for colored boys is nearly twice that for the white; among girls the ratio is well over three to one in the decade of life from 15 to 24 years. Even at ages 65 to 74,

MORTALITY OF COLORED AND WHITE PERSONS COMPARED, 1942-1946

Metropolitan Life Insurance Company, Weekly Premium-Paying Industrial Business



Note: The reader is cautioned against drawing the conclusion from this illustration that the death rate for colored females is higher than for colored males. The disadvantage of the colored females, expressed by the tall bars in the right-hand panel, relates to the excess mortality of colored females as compared with white females, and is quite independent of the relative mortality of males and females.

COLORED AS PERCENT OF WHITE MORTALITY FROM SPECIFIED CAUSES. BY SEX. AGES 1 TO 74 YEARS. METROPOLITAN LIFE INSURANCE COMPANY. WEEKLY PREMIUM-PAYING INDUSTRIAL BUSINESS. 1942–1946

CAUSE OF DEATH	AVERAGE OF DEATH RATES* PER 100,000			AVERAGE OF DEATH RATES* PER 100,000		
	Males		Colored as Percent of White	Females		Colored as Percent of White
	White	Colored		White	Colored	
All Causes— Excluding War Deaths	686.5	889.4	130	442.2	768.5	174
Typhoid fever	0.2	0.7	350	0.2	0.5	250
Communicable diseases of childhood	2.4	2.1	88	2.5	2.5	100
Influenza and pneumonia	30.6	59.3	194	17.7	40.9	231
Tuberculosis—all forms	41.4	104.2	252	20.2	87.5	433
Syphilis	7.0	35.1	501	2.1	15.3	729
Acute poliomyelitis	1.3	.8	62	.7	.5	71
Cancer—all forms	85.0	70.1	82	80.8	86.5	107
Diabetes mellitus	11.9	11.6	97	24.0	24.7	103
Principal cardiovascular-renal diseases	293.6	352.1	120	189.0	339.3	180
Diarrhea and enteritis	1.9	2.4	126	1.5	2.9	193
Appendicitis	5.6	7.0	125	3.7	5.9	159
Puerperal state—total	—	—	—	6.5	12.8	197
Suicides	10.5	4.8	46	4.1	2.3	56
Homicides	2.8	25.0	893	.9	7.6	844
Accidents—total	86.6	82.3	95	19.7	22.7	115

*Standardized for age on Standard Million Population of England and Wales, 1901.

where the difference in mortality is smallest, the excess for the colored was 13 percent among males and 24 percent among females.

The higher mortality among the colored reflects the fact that some of the leading diseases take a larger toll among them than among the whites. The cardiovascular-renal diseases, which play a dominant role in the total mortality in each color-sex group, showed an excess colored mortality of 20 percent among males and of 80 percent among females, in the recent five year period. Tuberculosis, despite the progress made against it, continues to be an outstanding cause of death among Negroes, the mortality from the disease now being at about the level it was two decades ago among white policyholders. As is evident from the table on this page, the death rate from tuberculosis among the colored, as compared with the white, is in the ratio of 2½ to 1 for males, and 4⅓ to 1 among females; at the childhood ages the ratios of mortality are even greater. Syphilis is another disease which makes deep inroads into the health of the Negro people. In fact, syphilis and its sequelae contribute heavily to the excess of the total Negro death rate over that for the white. The homicide death rate also is excessively high among the colored, being about 8½ or 9 times that for the white.

To view the facts on Negro mortality in proper perspective, one should also look at the favorable

side of the picture. In the past 35 years the death rate among colored policyholders has been reduced by more than one half. Large declines have been recorded for a number of diseases, among them pneumonia, tuberculosis, diarrhea and enteritis, typhoid fever, and the principal communicable diseases of childhood. The general improvement in the death rate is, of course, reflected in the figures on expectation of life. In 1911–1912, colored male policyholders at age 10 had an expectation of life of 41.32 years; in 1945 the figure was 52.46 years, or an increase of more than ten years. Colored females made an even better showing, their expectation of life at age 10 having increased from 41.30 years to 55.46 years, a gain of more than 14 years. There can be no doubt that recent decades have seen a pronounced improvement in the average length of life among the colored people.

The progress achieved so far is encouraging, but the Negro still faces many health problems of major proportions. Much is yet to be done in reducing the excessive toll of preventable disease and premature death in this large segment of the population.

The Ages of United States Senators

THERE is perennial interest in the vital statistics of men serving in high public office. A review of such facts for the members of the United States Senate is particularly timely at the moment because of the attention now being focused on that legislative body.

Our Senators, in the aggregate, are a middle-aged group, their average age being 56.3 years (as of January 3d, when the present Congress opened). There are, however, a number of comparatively young men in that body. Three are under 40 years—Joseph R. McCarthy, of Wisconsin, the youngest, is 37, and William E. Jenner, of Indiana, and William F. Knowland, of California, both are 38. Next in line with respect to age are Harry P. Cain, of Washington, who is 40, followed by Joseph H. Ball, of Minnesota; J. William Fulbright, of Arkansas; and Warren G. Magnuson, of Washington, all of whom were 41 when Congress convened.

All told, about one quarter of the Senators—25 out of 96—are under 50 years of age; 47, or about one half of the total, are between ages 50 and 64; and 24, or the remaining quarter, are 65 years or older. In the latter group are five who are 75 years or more: Edward H. Moore, of Oklahoma, and Clyde M. Reed, of Kansas, both are 75; Kenneth McKellar, of Tennessee, 77; Theodore F. Green, of Rhode Island, 79; and the oldest, Arthur Capper, of Kansas, is 81. The table on page 10 gives the age distribution of the Senators for the country as a whole and for geographic regions.

As one would expect, the average age of new Senators is appreciably

AGE DISTRIBUTION OF UNITED STATES SENATORS, BY GEOGRAPHIC DIVISIONS AS OF JANUARY 3, 1947

AGE PERIOD YEARS	48 States	New England	Middle Atlantic	East North Central	West North Central	South Atlantic	East South Central	West South Central	Mountain	Pacific
35 to 39	3	—	—	2	—	—	—	—	—	1
40 to 44	10	3	—	—	1	1	1	1	1	2
45 to 49	12	1	1	2	1	3	2	—	1	1
50 to 54	21	3	1	2	4	6	2	1	2	—
55 to 59	15	1	—	2	1	4	—	2	4	1
60 to 64	11	—	—	2	4	—	—	—	4	1
65 to 69	15	3	4	—	1	2	2	1	2	—
70 to 74	4	—	—	—	—	—	—	2	2	—
75 to 79	4	1	—	—	1	—	1	1	—	—
81	1	—	—	—	1	—	—	—	—	—
TOTAL	96	12	6	10	14	16	8	8	16	6
Average age in years	56.3	56.4	60.8	51.8	58.7	53.8	56.9	60.9	58.8	47.2

below that for Senators who have served previously, the respective averages being 51 years and 58 years. Inasmuch as there are many more Republicans than Democrats who are "freshmen," it is not surprising to find that the average age of Republican Senators, in the aggregate, is somewhat below the average for their Democratic colleagues, the figures for the two groups being 55.6 years and 57.2 years, respectively.

The typical Senator is a man of experience and education. About one third of the Senators in the present Congress have been Governors of their States. A substantial number, in addition, have had previous legislative experience, and about two thirds of the total have practiced law at one time or another. More than three fourths of the Senators have had college or professional school training.

Our Senators, in many ways, are like the rank and file of the American people, as is to be expected in a democracy such as ours, where those who govern are chosen from among those who are governed. One third of the Senators were born in States other than those in which they now live, reflecting the characteristic mobility of our people; three were born outside the United States. Almost all the Senators are family men; 91 out of the 96 are or have been married, and nine out of every ten of the married have had one or more children.

Comparative Data on the Causes of Death Among Industrial Policyholders

The following table shows the mortality among Industrial policyholders for February 1947 and February 1946, together with the death rates for the first two months of 1947, 1946, and 1945.

DEATH RATES* PER 100,000 POLICYHOLDERS FROM SELECTED CAUSES
WEEKLY PREMIUM-PAYING INDUSTRIAL BUSINESS
METROPOLITAN LIFE INSURANCE COMPANY

CAUSE OF DEATH	ANNUAL RATE PER 100,000 POLICYHOLDERS*				
	February 1947	February 1946	Year to Date: End of February		
			1947	1946	1945
ALL CAUSES—TOTAL	720.1	870.9	754.9	898.9	891.6
—Excluding war deaths	*719.4*	*836.4*	*754.0*	*867.2*	*778.1*
Typhoid fever	0.1	0.1	0.2	0.1	0.2
Measles	.2	.5	.2	.3	.1
Scarlet fever	—	.2	‡	.2	.1
Whooping cough	.7	.7	.6	1.0	.9
Diphtheria	.7	1.1	.8	1.2	.9
Influenza	2.0	11.3	2.7	13.6	4.7
Pneumonia (all forms)	27.8	39.1	29.9	44.6	38.5
Tuberculosis (all forms)	32.1	38.3	32.3	39.4	35.0
Tuberculosis of respiratory system	29.6	35.4	29.7	36.5	31.6
Syphilis	8.2	7.3	8.1	8.3	9.1
Acute poliomyelitis	.2	.4	.5	.4	.2
Cancer (all forms)	112.1	114.7	112.8	113.1	104.0
Diabetes mellitus	21.9	31.9	24.8	33.9	26.8
Cerebral hemorrhage	70.6	74.4	71.0	76.8	69.3
Diseases of the coronary arteries and angina pectoris	74.0	76.4	78.8	77.4	72.5
Other chronic heart diseases†	161.1	186.8	169.7	199.0	168.6
Diarrhea and enteritis	3.0	2.8	2.5	2.2	3.4
Appendicitis	2.9	3.5	2.9	4.1	4.3
Chronic nephritis	40.5	51.2	41.4	51.1	47.8
Puerperal state—total	2.2	2.6	2.9	3.1	3.7
Suicides	6.5	6.1	6.0	6.8	5.4
Homicides	3.0	2.7	3.0	3.2	2.4
Accidents—total	38.7	53.9	43.9	54.9	52.6
Home accidents	8.9	9.9	10.3	11.8	9.9
Occupational accidents	3.7	5.1	4.0	4.2	4.3
Motor vehicle accidents	14.0	15.7	15.4	15.6	12.5
War deaths (enemy action)	.7	34.5	.9	31.7	113.5
All other causes of death	110.9	130.4	119.0	132.4	127.6

*The rates for 1947 and 1946 are subject to slight correction, since they are based on provisional estimates of lives exposed to risk.
†International List (1940) titles 92, 93 (c), (d), (e), and 95. ‡Less than 0.05 per 100,000.

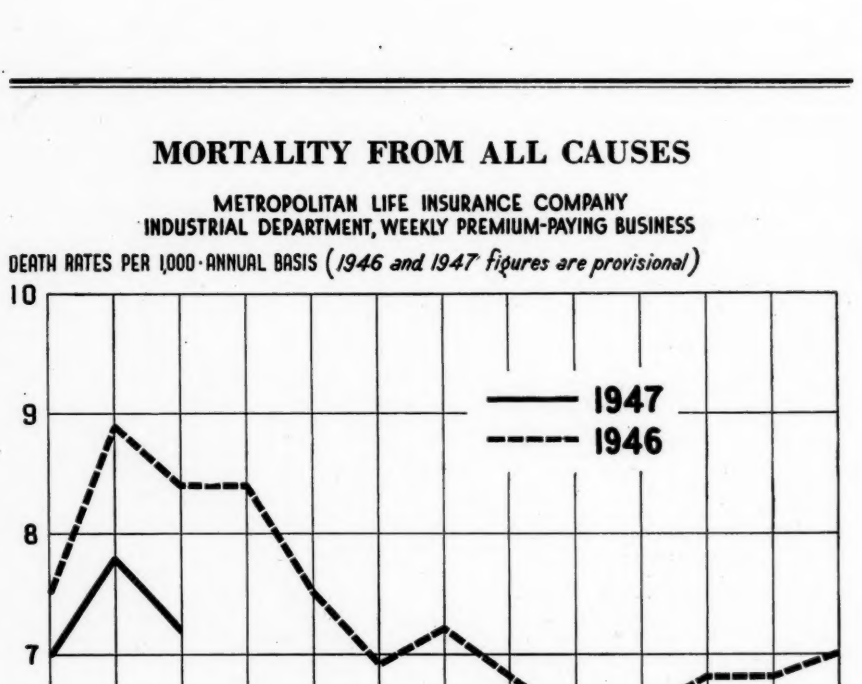
Correspondence on the subjects discussed in these BULLETINS may be addressed to: The Editor,

STATISTICAL BULLETIN
Metropolitan Life Insurance Company
1 Madison Avenue, New York 10, N. Y.

MORTALITY FROM ALL CAUSES

METROPOLITAN LIFE INSURANCE COMPANY
INDUSTRIAL DEPARTMENT, WEEKLY PREMIUM-PAYING BUSINESS

DEATH RATES PER 1,000 ANNUAL BASIS (*1946 and 1947 figures are provisional*)



	(DEC)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
1946		8.9	8.4	8.4	7.5	6.9	7.2	6.8	6.4	6.5	6.8	6.8	7.0
1947		7.8	7.2										

P.F.M.—PRINTED IN U.S.A.—31269